AUTOMOBILES.

The racing flotilla of the yachting associa-tion of Gravesend Bay assembled off the anchorage of the Bensonhurst Yacht Club anchorage of the Bensonhurst Yacht Club at Ulmer Park yesterday afternoon to sail in the fourth race to count in the yachting championship of the lower bay. Twenty-two boats made up the fleet, and of these twenty-one sailed, being divided into classes N. P. Q. Q. Special and R. R. The various winners of these divisions were respectively S. E. Vernon's Vivian II., J. B. O'Donohue's new N. Y. Y. C. 20-feeter Tabasco, G. H. Church's Saetta, R. C. Veit's Spote and the little Beta, owned by Snedeker and Camp. Hendon Chubb's class Q yacht Cockateo II. was the boat that did not start. This was due to the fact that her mast went by the board just before the preliminary gun was fired. The unlucky accident put her out of the race, but did no further damage.

The regular racing course of the Gravesend Bay Association was sailed by all the yachts. The course, however, was reversed, which caused the racers to have all the marks on the port hand. The wind was southeast, which made the first leg a broad reach to the mark anchored off the Marine and Field Club, at Bath Beach.

It was then a run to the second mark, which was anchored a little to the southward of the Engineer's dock at Fort Hamilton. Here

the Engineer's dock at Fort Hamilton. Here
the various divisions parted company.
Classes P and above out across the channel
to the Craven Shoal bell buoy, then they
beat to the Atlantic Yacht Club, at Sea Gate,
finishing the journey by a short reach home
Classes Q and below, however, beat directly
to Sea Gate from the Fort Hamilton mark,
and then they reached home. This gave
the larger boats a voyage that aggregated
10 nautical miles, while Classes Q and below
covered 7.62 nautical miles.

The feature of the regatta was the eplandid
handling of George H. Church's Saetta by
E. F. Tafft of the Atlantic Yacht Club. The
boat won the Class Q division in 1:05:39, which
makes a new record for the course. J. B.
O'Donohue's N. Y. Y. C. 30 footer Tabasco
also did unusually well. She not only finished
first in the Class P division but, boat for boat,
defeated S. E. Vernon's Vivian II., the winner
of Class N. by 42 seconds.

In Class N. Vivian II. virtually had a saliover, as E. F. Luckenback's Bobtail, her
only competitor, in the second round fouled
the Craven Shoal mark and was disqualified.

SLOOPS—CLASS N.—START, 3,05—00URSS, 10 NAUTIGAL

BLOOPS-CLASS N -START, 3:05- MILES.	-00URS#, 10	NAUTICA
A11.48	Finish.	E lapse Time
Yacht and Owner. Vivlan II., S. E. Vernon	4 28 47	1 18 4
Bobtail, E. F. Luckenbach BLOOPS—CLASS P—START, 3:05—		
Tabasco, J. B. O'Donohue		1 18 0
Lizana, D. S. Wylle	4 84 18	1 20 1
Sactta, O. H. Church	6.	1 05 5
Miss Judy, D. D. Allerton More Trouble, W. H. Childs	4 18 82	1 08 8
Oligwan, G. E. Reimers Ogeemah, A. McKay	4 24 56	1 16 6
Quest, F. J. Havens		

NAUTICAL MILES

ASSOCIATION FOOTBALL. the Proposed Visit of Crack

English Team. Six of the seven clubs members of the Metropolitan Association Football League were represented at a meeting of the executive committee of that organization held yesterday at the office of the American Cricket Annual. The meeting was called to consider plans for the game with the English team which will play in New York in October. The action of the secretary in arranging this game was ratified and commended.

was ratified and commended.

The secretary-treasurer of the league,
Jerome Flannery, tendered his resignation, owing to ill health, and S. S. Christy,
624. American Tract Building, New York,
was elected in his stead Mr. Christy has been
a keen supporter of the game in New York
for several years and is well and favorably
known among football players in the vicinity
of the city.

known among football players in the vicinity of the city.

Further details were received here yesterday regarding the visit of the English players. The visitors will play their first game in Montreal on Sept. 9. They will then travel east and play Hamilton on the 11th. The following day they will spend visiting Niagara Falls, and on Wednesday, Sept. 13, they will play the Berlin team. Toronto will be played on the following Thursday or Friday, and then the Englishmen will face the Canadian champions at Gait on Saturday, Sept. 16.

From there the team will enter the United States and play in Detroit, St. Louis and Chicago before coming East. Three days will be given to Philadelphia and one to New York and Boston, the game in this city being scheduled for Saturday, Oct. 14. F. H. Milne of Sheffield United will captain the team, which will be made up from the following players:

Sir Charles Kirkpatrick, Dorking; C. B.

ollowing players:
Sir Charles Kirkpatrick, Dorking; C. B.
Fry, Casuals; T. T. Fitchie, Woolwich Arsenai;
D. Bamedall, Notte Forest; V. J. Woodward,
ottenham; H. Smith, Reading; R. E. Hounseld, T. Fletcher, Derby County; J. E. Rains,
Coopland, Sheffield United; E. A. Milton,
altby College; C. W. Storey, Corinthian;
Bryning, F. Walmsley, Northern Nomads;
tohert Hart, J. O. Dick, L. H. Skane, Queens
ark, Glasgow.

Robert Hart, J. O. Dick, L. H. Skane, Queens Park, Glasgow.

The team is comirg out with the full sanction of the English Football Association and will be accompanied by J. J. Bentley, the president of the organization. Sir-Edward Cochrane, who has offered a \$500 cup to be played for during the tour will also come out for the conclusion of the tour, and will witness the games in Philadelphia, New York and Boston.

FIGHTERS BEGIN TRAINING. Talk of Transferring Britt-Nelson Fight

According to a despatch from San Francisco an effort is under way to hold the proposed fight to a finish between Jimmy Britt and Battling Nelson at San Francisco instead of at Colma, Cal., as originally proposed. The change has been suggested because the fighters think that they will be able to make more money by having the scrap decided in the city. The promoters had a long conference yesterday, but nothing was decided. It has been also proposed that the encounter take place on the night of Sept. 9 instead of during the afternoon, as the articles of agreement call for. The feeling in San Francisco, however, is that the original scheme will be adhered to and that the mill will take place at Colma in the afternoon.

Meanwhile the fighters have begun their training. Britt, bronzed and weatherbeaten, has returned to town from Lake Tahoe. Immediately upon his arrival he went to Sheenan's Tavern, where he will be located until the day of the encounter. Britt is confident of defeating the Dane. He says: "There is no denying that this fellow is the goods and all that. I ought to know, for I have had the sloves on with him. But I'm sure that he cannot whip me. Those who think that I cannot fight to a finish will be very much mistaken when I am through with Nelson. I will knock him out and do the trick in a manner that will be decisive. My training for Nelson will not differ materially from any of my previous bouts. I haven't met anything in my fights so far to warn me that I need to improve my methods of preparation. I have never come out of a fight exhausted or feeling any inconvenience. I am a little vain, in fact, about my powers of endurance. I don't say that I am the champion over long distances, but I don't believe there is a lightweight in the world who can put up with more than I can."

Nelson also starfed work yesterday. The Dane is very heavy just now and it is said that he scales 14t pounds. Nelson intends to do the bulk of his labors in the open air. Colma, Cal., as originally proposed. The change has been suggested because the

Mike Schreck Matched to Fight John Willie. Mike Schreck, the Cincinnati heavyweight, who has been trying to arrange a fight for some time, has been finally matched to meet John Willie of Chicago in a twenty round bout. The men are to have it out at Salt Lake City before the Athenaum Athletic Club on Sept. 3. The club has offered a large purse. Schreck was to have met Willie on a sarge on the Missi-sippi River last Saturday night, but through the vigilance of the police the contest had to be called off.

What better evidence can be given of the superiority of these famous Italian Cars than their record at the Gordon-Bennett Race? Not only did they capture second and third places, but Lancia made the two fastest circuits of the day.

FIAT Automobiles have just won the Mt. Cenis Hill Climb for the fifth time, and now hold four World's Records, including the Mile Track Record for Gasolene Cars, and for Middle-Weight Cars.

In addition to the 80 cars already disposed of we have secured an additional twenty 1905 Models, so we can now make prompt deliveries.

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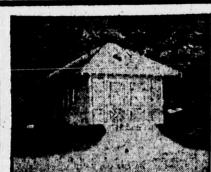
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dren's play houses and camps. Supremacy well deserved. Quality always sustained.

NEWPORT 30 FOOTER WINS. Old Class Shows Superiority in Race With New York Y. C. Class.

NEWPORT, Aug. 19.—The final race in the series for cups offered by the Newport Yacht Racing Association between the New York Yacht Club 30 footers was sailed to-day. Additional interest was attached to the race in view of the fact that three of the old Newport 30 footers started, there having Newport 30 footers started, there having been much discussion as to which class was the faster. Judging from the result, the Newport boats are speedier, as the race was won by the Carolina, sailed by her owner, Pembroke Jones. One of the New York boats, the Oriole, finished second, while third and fourth places fell to the other two Newport hoats.

Newport boats.

It was the most exciting race of the series, was sailed in a strong southeast wind, and the course was the longest yet sailed, being up the bay off Wickford Harbor to Briggs Ledge. There were fourteen boats in the race. The Eleanor was sailed by E. V. B. Thayer, Jr., the Banzai by Reginald Brooks, and the boat owned by Mrs. Vanderbilt by Harry O. Havemeyer, Jr., Mrs. Vanderbilt by Harry O. Havemeyer

bilt by Harry O. Havemeyer, Jr., Mrs. Van-derbit being his guest on board.

The yacht Kerin was used as the committee boat and the start was made off the Fort dock at 2:10. It was a pretty start, the Alera crossing first, with the Carolina a close second the rest of the boats being bunched so well that it was hard to tell which had the advan-It was a reach to Rose Island, where the boats hauled in their sheets and stood up the bay to a mark in Coddington Cove. On this reach the Eleanor got the lead, with

the Carolina second. From this mark it was a run with spinnakers to Briggs Ledge, across the bay, there being little change in the position of the boats. The Eleanor still was in the lead at the outer mark, with the Carolina second and Oriole third. It was then a best back to the mark in Coddington Cove, the race being between these three boats, the Eleanor still in the lead. After rounding this mark there was a lively luming match, the boats going well up in the cove; thereby losing much time, and when they again got on their course the Carolina was in the windward position, the Oriole second and the Eleanor third, which positions they held to the finish.

As a result of the series, the Oriole has won one first and two seconds, the Nautilus one first, the Neola II, one first, the Alera one second the Ibis, one second and the Cara Mia one second. The summary:

Elapsed From this mark it was a run with spinnakers

International Chess

Special Cable Despatch to THE SUN.

BARMEN, Germany, Aug. 19.—In the sixth round of the international chess masters' tournament, played to-day, Bernstein won from Mieses, Janowski defeated Gottschall, Leonhardt won from Marshall, Suechting scored against Bardeleben, Wolf downed Burn, Alapin won from Schlechter, Tschigorin beat Berger and Marocsy beat John. The unfinished game between Berger and Burn from the fourth round resulted in favor of Burn. The record to date:

Name. W. L. Name. W. L. Name. Alapin... 3 & Leonhardt 31/5 21/5 Bardeleben 2 & Marocsy 4 & Berger... 2 & Marocsy 4 & Berger... 3 & September 2 & Burn... 3 & September 3 & Septem from Mieses, Janowski defeated Gottschall,

NOTES OF THE TRADE. What's Going On in Automobile Circles.

Motorists are exhibiting widespread interest in the transcontinental tour begun yesterday by Percy F. Megargel in his 16 horse-power Reo touring car. Besides the novelty of this tour heing the first round trip ever planned, it promises to be intensely valuable to motorists, in that the mileage between ground, depth of fords and grade percentage of hills and mountains recorded. The best stopping places, gasoline supply houses and all other data of vital interest to motorists will be secured and furnished to the American Motor League, under whose aucares the tour is being made. The run will be through New York, northwestern Pennsylvania, Ohio, Indians, Illinois, Iowa, Nebraska, Wyomine, Uabo, Organ, to Portland, there Wyoming, Idaho, Oregon to Portland, then down through the Willamette Valley into California, to San Francisco, and then back across the great American desert of Nevada and Utah and through, the States of Colorado, Kansas, Missouri, Kentucky, West Virgitia, Maryland, Delaware and New Jersey, back to New York city. Megargel has christened his car the "Reo Mountaineer," it being of Reo make, and the fact that it will have the Rocky. Bitter Root, Cascade, Sierra Nevada and Blue Ridge mountain ranges to cross makes it very

Hollander & Tangeman continued to be buried in business as the result of the fine showing of the Flat cars in the Bennett race. It has been necessary to rusn large orders to Tunn to supplement the regular contracts. Twelve new cars arrived this regular contracts. Twelve new cars arrived this week, and twenty more are to follow. Among the purchasers were John L. Flood, the wealthy Californian; William D. Reid of Newfoundland, J. E. Nicols, George Harris and C. H. Newell.

When its present plans are carried out, the fac-tory of the Pope Motor Car Company at Toledo. Ohlo, will be one of the largest in the country. It is announced that additions will be made to the plant which will give the company an additional 40,000 square feet of floor space, or a total of 400,000 square feet. Next year it is planned to make a specialty of cars rating at 20 horse-power, 30 horsepower and 45 horse-power, although on special orders cars will be built up to 86 horse-power. The working force will be increased to 1,600 men, and it is said that 1,200 to 1,400 cars of the 1906 model will be turned out.

It is noticeable that increasing numbers of the It is noticeable that increasing numbers of the city dwellers who have heretofore used gasoline cars exclusively are now purchasing electrics. Many of them retain their gasoline cars for outside runs, but have come to prefer the simplicity and easy operation of the electric for town runshout use. Aiready the Electric Vehicle Company of Hartford has booked many orders for electric town York and other large cities in the fall months.

Dungeness, the beautiful island off the east coast, which is the Southern home of the Carnegie familiance which is the Southern home of the Carnegie familiance beautiful including the control of the carnegie formerly on the island. The cars were bought from the Pope Manufacturing Company's Boston branch by W. E. Page, who manages the Carnegie property. Two of them are Pope-Waverly apeed wagons of the electric type, and the other two are family buses.

W. K. Vanderbilt, Jr.; Charles P. Doelger, John Hays Hammond and Mrs. H. F. Thomas are among the recent purchasers of De Dietrich cars. The first-three mentioned purchased 40 horse-power machines, while Mrs. Thomas purchased a 30 horse-power landaulet.

Gen. John T. Cutting's friends will be glad to know that he has recovered his health and will soon be seen in harness again. What car he will take the agency for he has not definitely decided He has three under consideration, but won't disclose the names just yet. However, it is a foregone conclusion that the one he takes up will be a good one, for the Cadillac company of New York is one of the most successful of its kind and the General was one of the organizers.

A. D. McLachian, treasurer of the Royal Motor Car Company of Cleveland, Ohlo, was in New York last week, and he says their racing car is coming on in good shape and they expect to have it on the road in two weeks. He was non-committal as regards its possibilities. Charles A. Duerr, their agent here, took great pleasure in abowing him the cups won by the Royal at the various meets around New York this ecason. The Royal company will be represented at the automobile exhibition to be held this week as the Casino at West End. Long Branch. One of the oars is an exceptionally hand-

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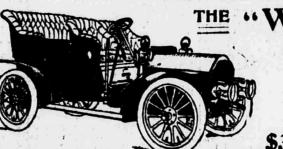
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Exhibition

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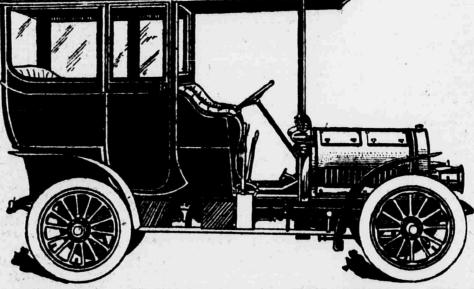
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some Limousine, specially designed, with all the opmforts for winter use. It is mished in dark blue and is a fine example of the strides made by the Americans in body building.

There are just enough humps on the Vanderbilt course to make things interesting for the drivers. These come at times when least expected, and are likely to cause trouble to tires and springs. Under these conditions, it is very likely that all the cars entered, barring Christie's novel racer, will be fitted with shock absorbers, it having been demonstrated in the recent Bennett race that they were a great aid to victory, as the first four cars to finish in that event were equipped with them.

More detailed information concerning the Los Angeles-Santa Barbara motor endurance run shows that a 16 horse-power Reo taken from stock tled with a \$2,500 car for first prize and finished with a clean fecord of \$00 points, while in the runsbout and tourist class an 8 horse-power Reo won the Times trophy. In this contest fifty-three cars started on the run but only forty-four were able to finish.

C. B. Rice, the Baker Electric agent, has gone on a tour through New York State, visiting the various Baker agent, en route. He will wind up at his home in Oswego, there to rest awhile before returning to the strenuous life in New York. Surreys and stanbopes were the best sellers at his Broadway depot last week.

The Lozier Motor Company have opened temporary salesrooms at 22 East Forty-second street, pending the completion of their new four story building new under construction at Broadway and Fifty-fifth street. They have on exhibition their 1808 model type C, of 25 horse-power. R. E. Parker, New York manager for the Haynes-Appearan Company of Kokomo, Ind., is much gratified at the success which has been accorded the four cytinder of horse-power Haynes this sea-sos and reports but few left. Richard-Brasier

1904-Gordon-Bennett Cup Winner-1905

1 new 30 h. p. Touring Car-one week's delivery. 1 1905 80 h. p. Touring Car, used for demonstrating only-in fine condition.

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17 Park Place, through to 14 Murray St. Olusino Jiers, 1804-1805, \$350, \$400, \$550, mostly like new; Ford, 3480; Franklins, \$550 to \$500; Forty horse Mercedes, side entrance, glass front, extra tires, cost \$17,600, will sacrifice; Twenty horse Decaucille, \$1,700; Winton Quad, like new, 24 horse, side entrance, offer wanted; Cadilliacs, \$365 up, all swell Tomneaus; Peccaucille, \$3,500 uwo-cylinder Tonneau, \$650; Four-cylinder Auto, like new, 28500; \$4,500 Walters, 24 horse, \$1,100; 1905, \$1,250 Ford, \$500; \$1,905 Ameron, side entrance, \$500; \$7,00 \$600; \$1,500, all highest class, 100 other unusual opportunities. Houset Treatment: Demonstrations given.

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